High Pressure Gas Safety Code and Transportation for ILC Cryomodule

TTC meeting, WG1

2022/1/26

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Outline

- Target toward ILC
- High Pressure Gas Safety regulation
  - ✓Refrigeration safety regulation
  - ✓Material (Nb, NbTi, Ti/SUS clad)
  - ✓Pressure test
  - ✓Welding efficiency
- Transportation
- Summary

Reference

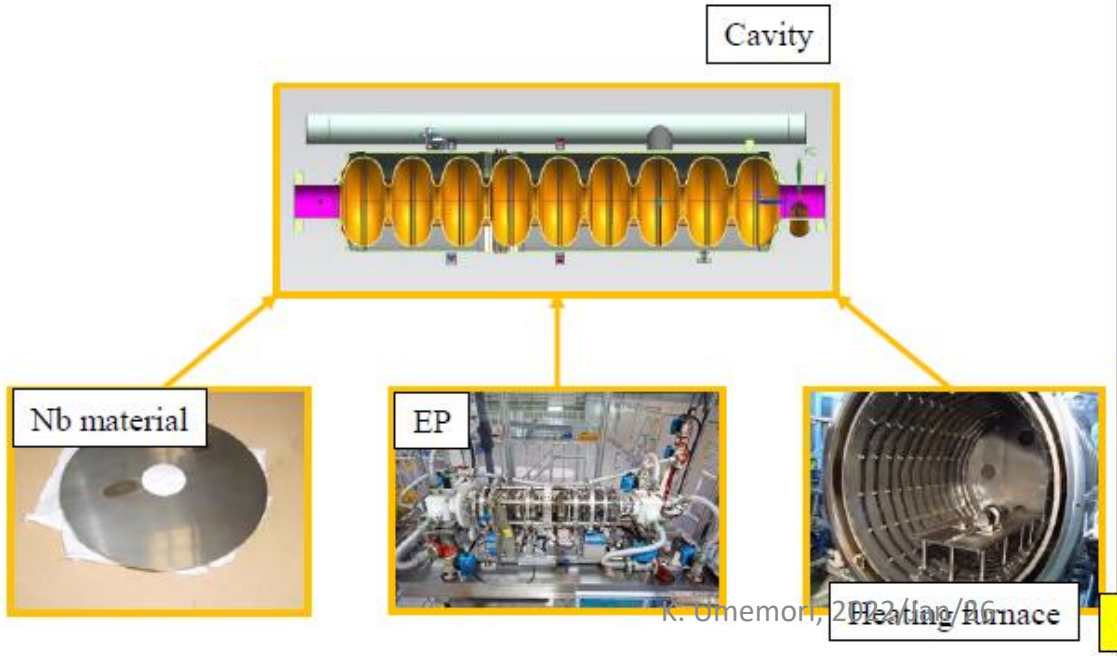
H. Nakai, “High pressure gas safety regulations in Japan for SC cavities and cryomodules”, TTC2008@DESY

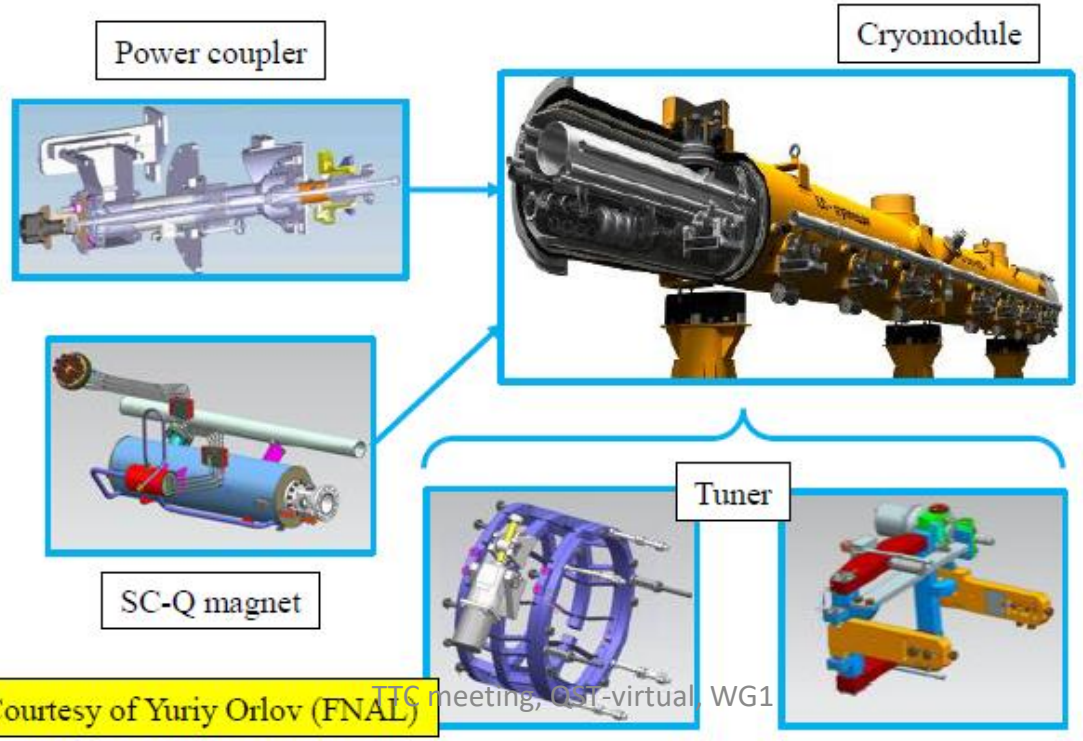
K. Umemori, “High pressure gas safety regulation in Japan”, ILCX2021

Work package at ILC pre-lab

Target
Cavity production and CM transfer

WP-1: Cavity Industrial-Production Readiness	WP-2: CM Global Transfer and Performance Assurance
● 120 cavities production (40 cavities per region) ● 16 of 40 cavities go to CM production (WP-2) ● Success yield to be confirmed (35 MV/m, >90% @TDR) ● New surface treatment incl. Nb material to be evaluated ● Tuner/He tank design to be fixed ● High pressure gas safety regulation (different metal joint)	● 6 CMs production (2 CMs per region) ● Coupler/Tuner/SC-Q to be fixed ● CM test to be done at each region ● CM transfer by sea shipment to Japan ● CM test to be done again in Japan to evaluate performance assurance





Courtesy of Yuriy Orlov (FNAL)

Our(KEK or my) challenge for HPGS

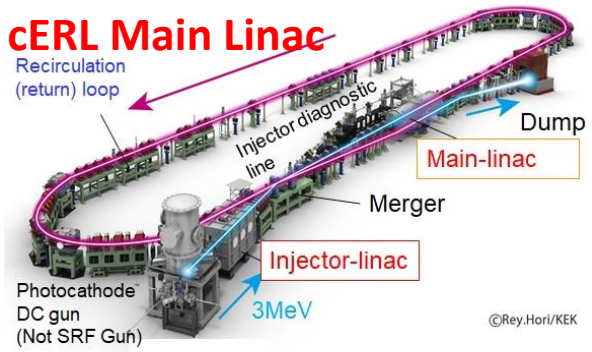
※ HPGS = High Pressure Gas Safety

- New regulation
  - General high-pressure gas safety regulation ⇒ Refrigerator safety regulation
- Cavity and CM design
  - STF cavity / CM ⇒ TESLA cavity / ILC CM
- Material (Mechanical test)
  - Higher temperature heat treatment
  - MG(Medium Grain), LG(Large Grain)
  - New material : NbTi(55%), Ti/SUS clad joint
- International collaboration
  - Japan(Asia), Europe, U.S.
  - Possibly unified application and unified procedure
- Multiple vender
  - Multiple Nb vender
  - Multiple fabrication vender

Regulations in high pressure gas safety act

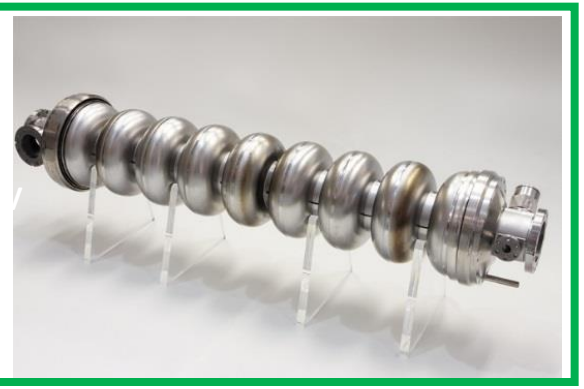
New HPGS regulation

Designated equipment inspection regulation



PV>0.004 [MPa m^3] => “Designated equipment” is required

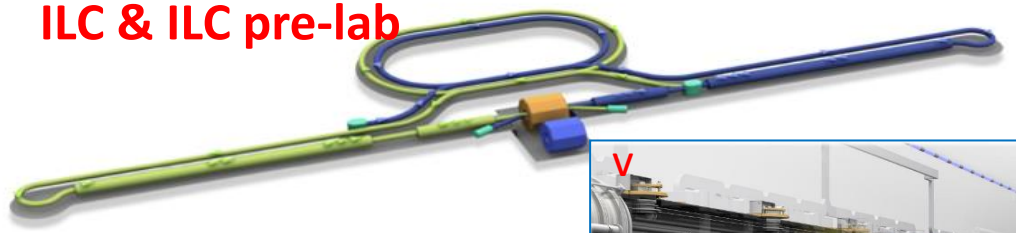
General high-pressure gas safety regulation



LPG(Liquefied petroleum gas) safety regulation

Industrial complex (kombinat) safety regulation

Refrigeration safety regulation



etc…

For ILC & ILC pre-lab, we try to apply to refrigeration safety regulation.

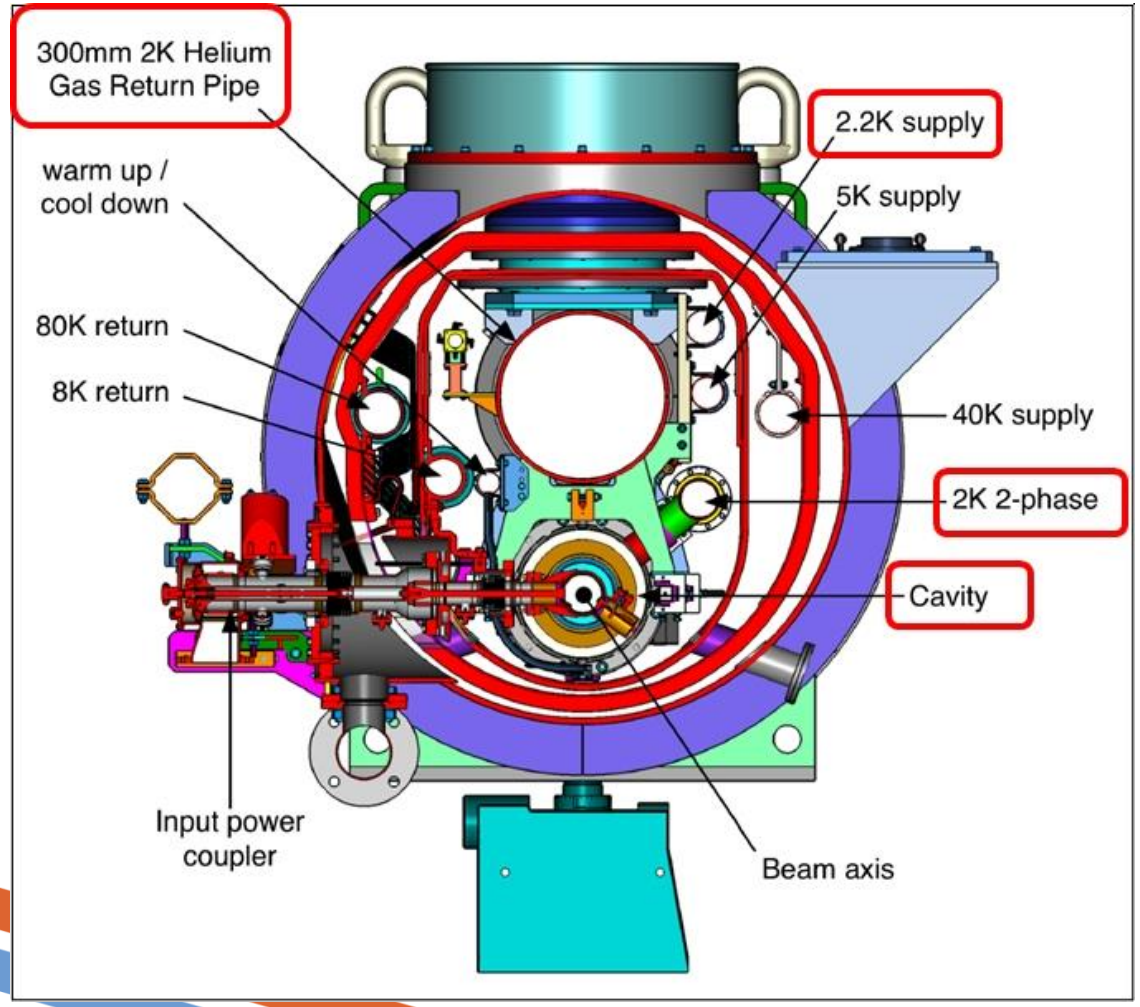
Comparison between general high-pressure safety and refrigeration safety regulation

Item/Process	General high-pressure gas regulation	Refrigerator safety regulation
System	Open / closed loop	Only closed loop
Inspection of completed cavity	Inspection by KHK	Inspection by qualified person
Expiration date of inspection pass	3 years	(Basically) no limitation
Operation	Security staff (with license) must be resident	No need of security staff
Maintenance Regular inspection	Security inspection with prefectural office (once/year) + self inspection (> once/year)	Self inspection (> once/year) Unannounced inspection by prefectural office
Change category	Possible to change to refrigerator safety regulation	Impossible to change to general high-pressure gas regulation

CM design

Design of ILC cryomodule

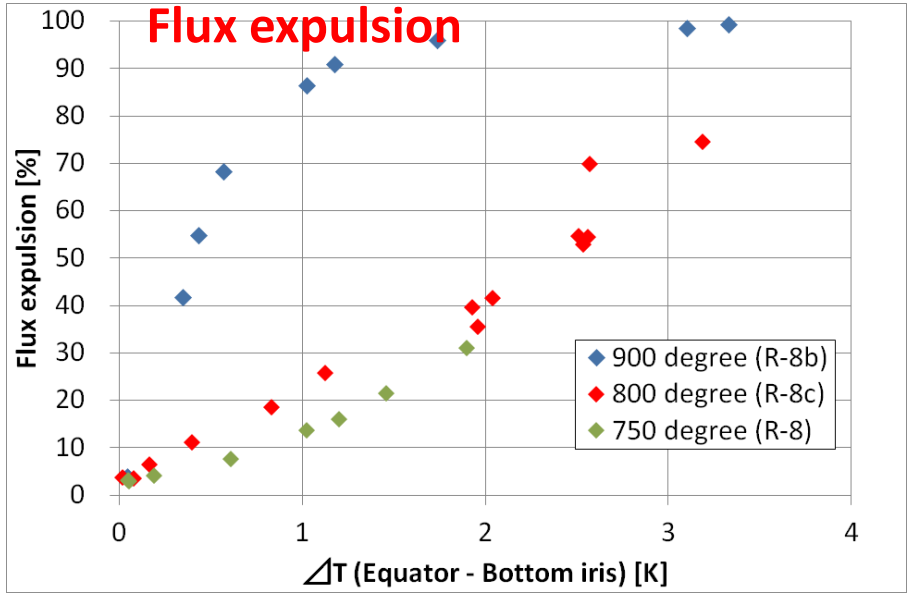
2K line

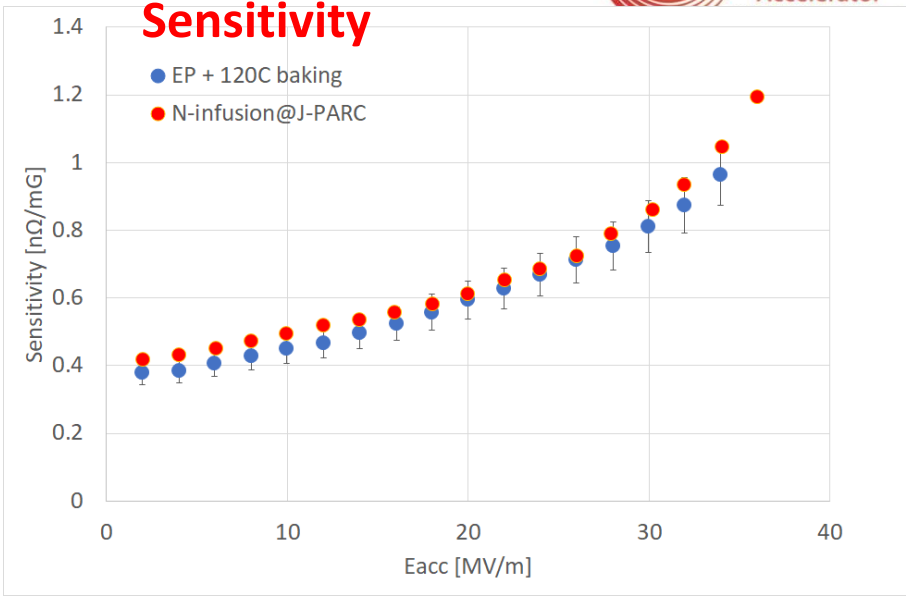


	Diameter	Design temperature	Operation temperature	Design pressure (Abs)	Operation pressure (Abs)
He gas return pipe	300 mm	2(?) ~ 300 K	~ 2K	Max. 2 bar	0.03 bar
2.2K supply line	60.2 mm	2 ~ 300 K	5 ~ 300 K	Max. 2 bar	???
2 phase pipe	69 mm	2 ~ 300 K	~ 2K	Max. 2 bar	0.03 bar
He jacketed cavity	240 mm	2 ~ 300 K	~ 2K	Max. 2 bar	0.03 bar
5K supply line	56.1 mm	5 ~ 300 K	5 ~ 8 K	Max. 20 bar	3 ~ 4 bar??
8K return line	69.9 mm	5 ~ 300 K	5 ~ 8 K	Max. 20 bar	3 ~ 4 bar??
High temp. shield supply line	72.0 mm	40 ~ 300 K	40 ~ 80 K	Max. 20 bar	3 ~ 4 bar??
High temp. shield return line	79.4 mm	40 ~ 300 K	40 ~ 80 K	Max. 20 bar	3 ~ 4 bar??
Pre-cooling line	38.9 mm	5 ~ 300 K	???	???	0.03 ~ 1.5 bar

Nb material

Higher temperature heat treatment





- Even perfect flux expulsion is difficult in ILC cryomodule, part of expulsion can help to reduce cryogenic loss and operation cost.
- Higher temperature heat treatment is desired (900 deg C?).
- But, mechanical strength might become weaker.

Request, Question

- If you(LCLS-II?) have data of temperature dependent mechanical strength, I would like to see it. It should be very much helpful for us.
- How to treat different vendor's Nb material, maybe different mechanical property?

Nb material

MG(Medium Grain)/LG(Large Grain) Nb

A. Kumar 「Mechanical properties of directly sliced medium grain niobium for 1.3 GHz SRF cavity」, SRF2021, MOPCAV004

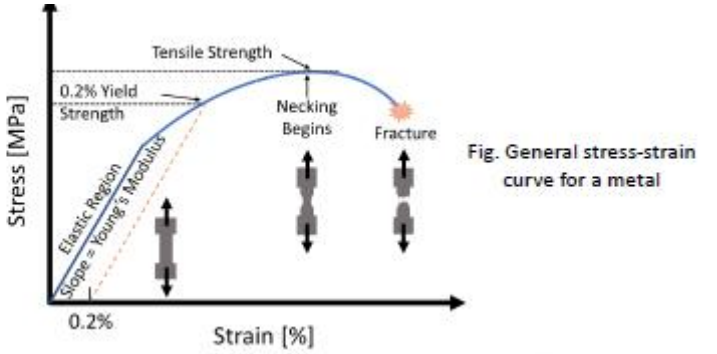


Fig. General stress-strain curve for a metal

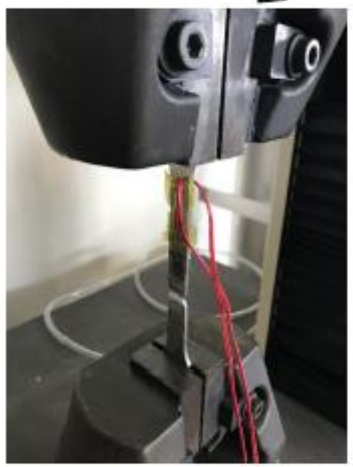


Fig. Room temperature tensile testing

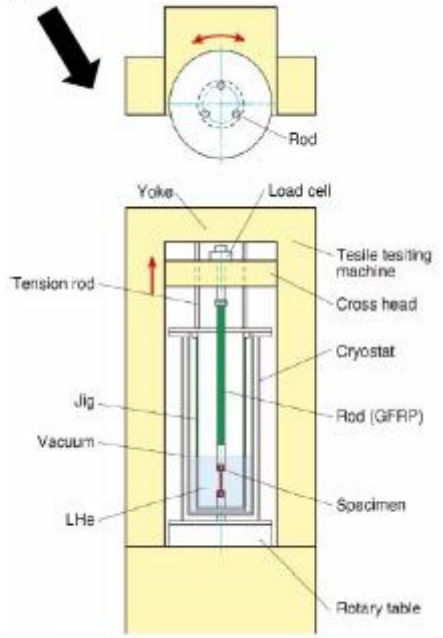


Fig. Tensile testing in liquid helium

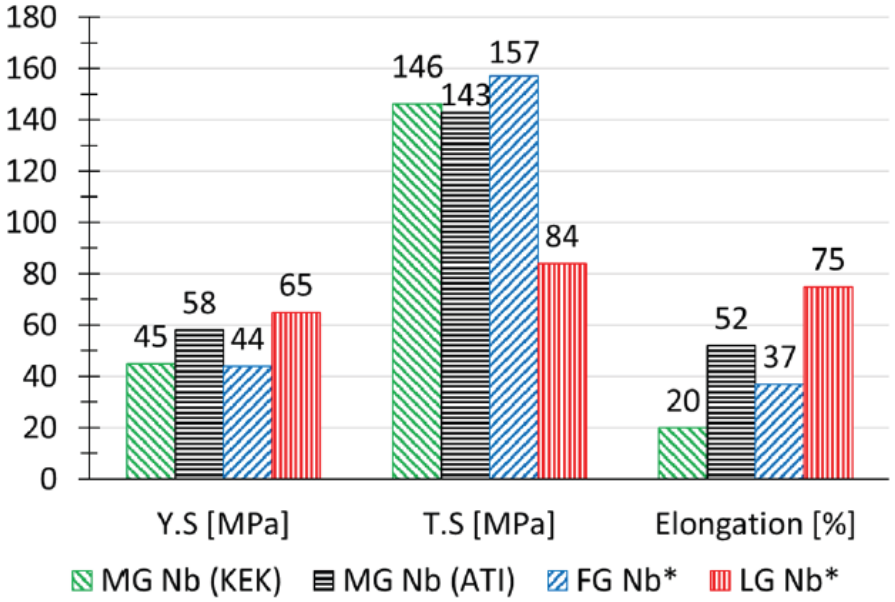


Figure 9: Comparison of mechanical properties of MG Nb with FG Nb and LG Nb at room temperature.

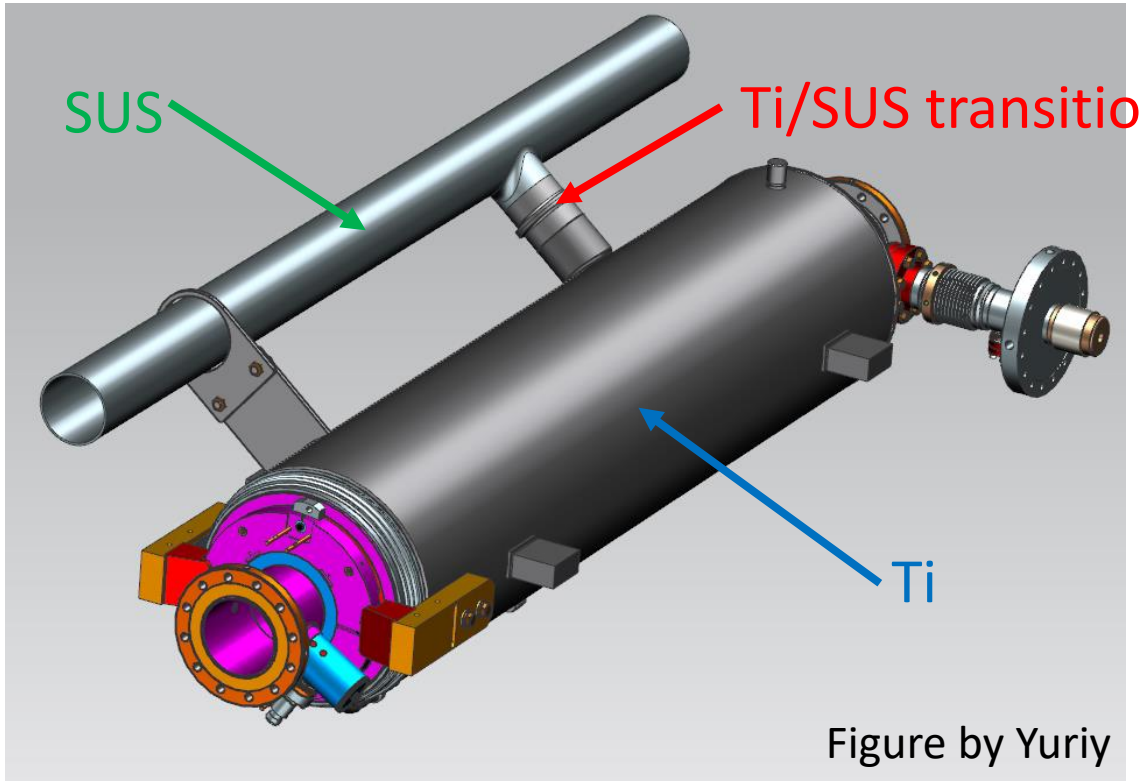
- Mechanical strength of MG is similar to FG Nb. ⇒ maybe possible to apply HPGS
- Tensile strength of LG is lower than FG.

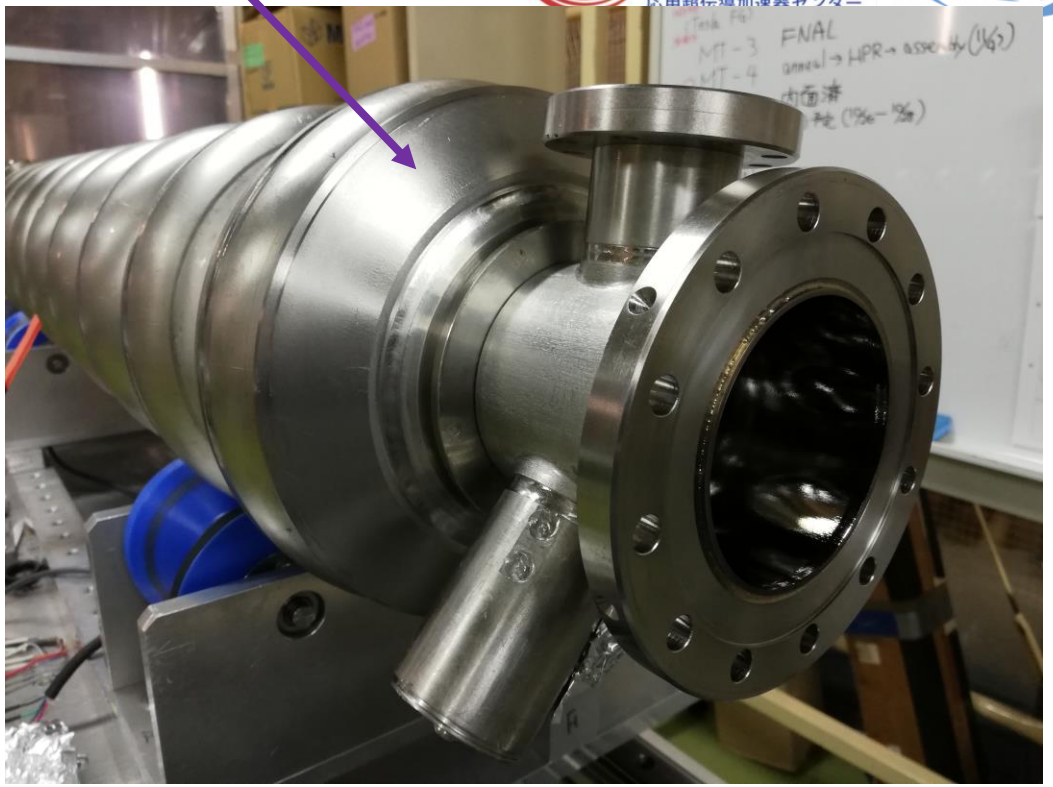
Request

If you(JLAB?) have experience to pass the LG against HPGS, could you please kindly let me know how did you do that?

New material

NbTi(55%), Ti/SUS clad





- We had mechanical data for NbTi(47%), but not for NbTi(55%).
- Consider to use Ti/SUS transition at chimney and pre-cooling line.
- Ti/SUS clad material is really new material for low temperature application in Japan.

Request

Your information for NbTi, Ti/SUS clad is very much welcome!

Pressure test

Pressure-resistant test

Requirement from the regulation

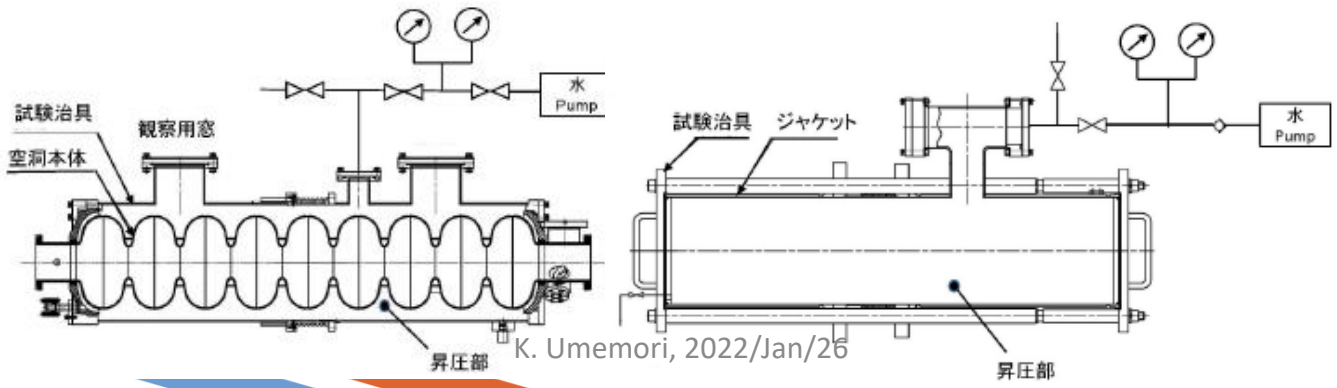
After completion of He jacketed cavity, pressure and tightness test is required with

- 1.5 times pressure by water (liquid), or
- 1.25 times pressure by gas with additional RT/PT tests

※ But we can not do pressure test by water, also can not do RT/PT tests

Our solution (for the case of STF cavity)

- Apply 1.5 times(3 bar) water pressure test for cavity (w/o He jacket).
- Apply 1.5 times(3 bar) water pressure test for He jacket (w/o cavity).
- Apply 1.25 times (2.5 bar) gas pressure test for completed jacketed cavity. PT is applied only to Ti-Ti TIG welding joint.



Question

- What procedure is applied for pressure test at Europe and U.S.?
- Gas? Water?
- How much pressure?

Welding efficiency

This factor only applied for the refrigeration safety regulation, not for general gas high-pressure regulation.

- For butt welding, following welding efficiency factor is defined.

Fraction of radiation transmission test against total welding length	Welding efficiency factor
100 %	1.0
Less than 100 %, and more than 20 %	0.95
Less than 20 %	0.7

- Above welding efficiency factor is used as follows.

$Pm \leqq S \times$ (welding efficiency factor)
$PL \leqq 1.5 \times S \times$ (welding efficiency factor)
$PL + Pb \leqq 1.5 \times S \times$ (welding efficiency factor)
$PL + Pb + Q \leqq 3 \times S \times$ (welding efficiency factor)

Pm: Primary general membrane stress
PL: Primary local membrane stress
Pb: Primary bending stress
Q: Secondary stress
S: Design stress strength

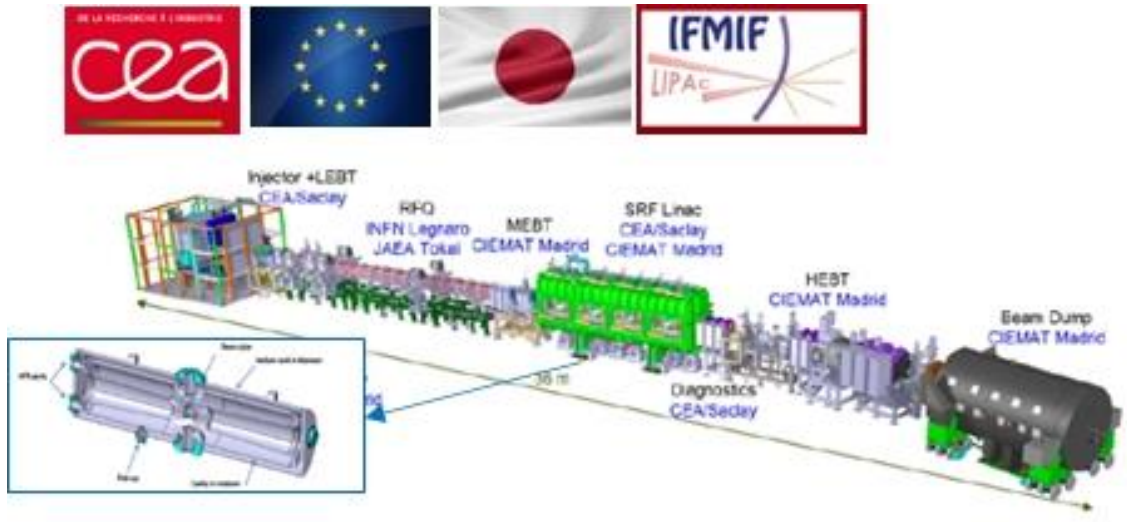
Question

- Does welding efficiency applied also in ASME and/or PED?

International collaboration on HPGS

- If applying foreign procedure is out of exemplified standards, it has to be treated as “detailed standard”, which require discussion/negotiation with KHK.

- Application for IFMIF QWR at Aomori-prefecture by QST is very good reference to apply HPGS by using ASME regulations.
- But anyway, we are not familiar with ASME and PED.
- At present, I do not have much information about European regulations.

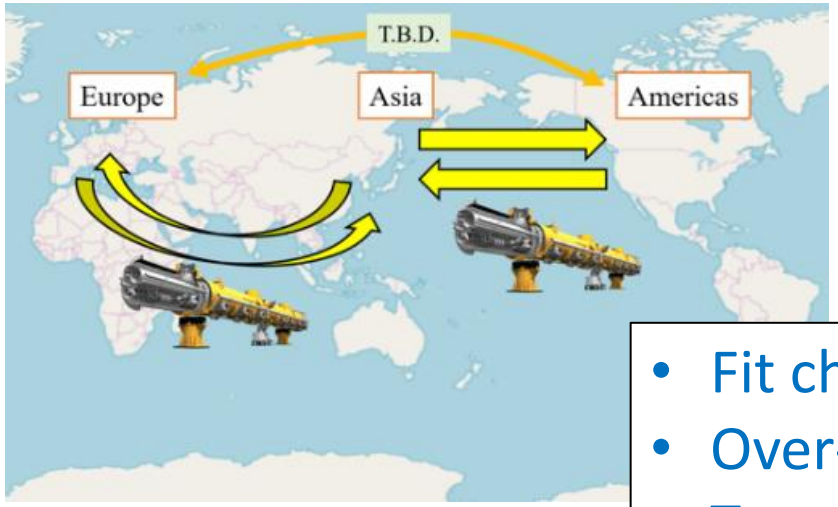


Question

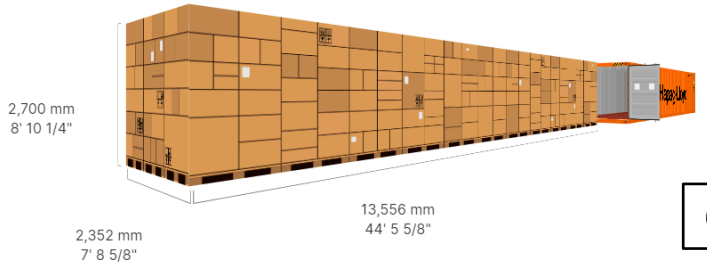
- Are the ASME and PED similar or different?
- Are procedures applied for Euro-XFEL and LCLS-II similar or different?
- Any information are welcome!

Global over-sea transportation of CM

After the first CM test, one CM is transferred to Japan by sea shipment for performance assurance.



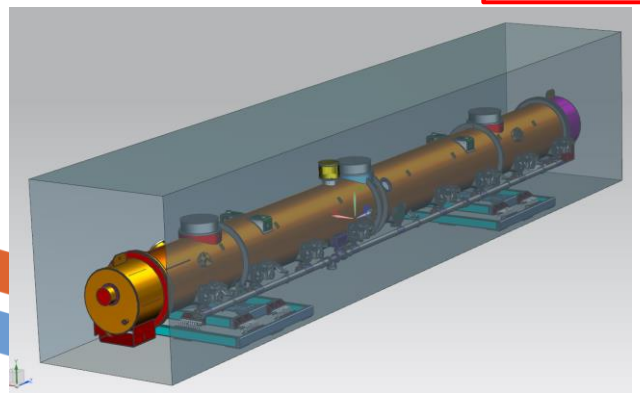
45 ft container is available as max



CM ground transport at E-XFEL

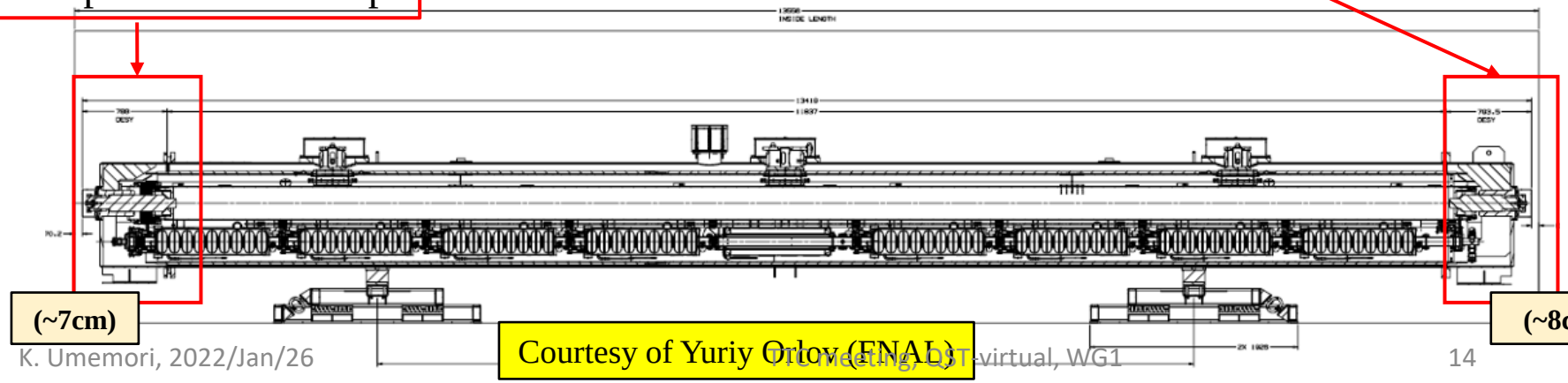
- Fit check for CM transportation
- Over-sea transportation with shock measurement
- Test on CM performance after transportation

Fit check of CM installation



DESY transportation feed cap

DESY transportation end cap



(~7cm)

(~8cm)

Courtesy of Yuriy Orlov (FNAL)

Summary

- We have been struggling with High Pressure Gas Safety Act in Japan.
- Many changes exist.
  - Regulation, Material, Cavity type, International unification, etc.
- Your support and help are essential and very much welcome.
- Over sea CM transportation is another issue to be confirmed.